RTIP ID# *(required)* LAE0266

TCWG Consideration Date January 24, 2012

Project Description *(clearly describe project)*
The City of Long Beach (City), in cooperation with the California Department of Transportation (Caltrans), is proposing to reconstruct the Shoemaker Bridge (West Shoreline Drive) in Long Beach, California. The Shoemaker Bridge Replacement Project (proposed project) study area is located at the southern end of State Route 710 (SR-710) in Long Beach and is bisected by the Los Angeles River. Two alternatives, a No Build Alternative (Alternative 1) and a Build Alternative (Alternative 2), are being evaluated as part of the proposed project. The proposed project will replace the Shoemaker Bridge over the Los Angeles River and associated connectors to downtown Long Beach. The purpose of the project is to address structural and geometric deficiencies of the existing Shoemaker Bridge, facilitate the construction of the Interstate 710 (I-710) Corridor improvements by building a new structure on an alignment consistent with the planned corridor improvements, and the City's planned expansion of Cesar E. Chavez Park.

Type of Project *(use Table 1 on instruction sheet)*
Bridge replacement, interchange reconfiguration

County	**Narrative Location/Route & Postmiles I-710 PM 6.0/6.4**
Los Angeles	**Caltrans Projects – EA#** 07-249900

Lead Agency: Caltrans/City of Long Beach

Contact Person	**Phone#**	**Fax#**	**Email**
Abdi Saghafi (Caltrans District 7 and NEPA Lead Agency)	(213) 792-3164		abdi_saghafi@dot.ca.gov
Mark Christoffels (City of Long Beach and CEQA Lead Agency)	(562) 570-6771		Mark.Christoffels@longbeach.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	☑ **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: May 2012

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**	☑ **Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	November 2010	May 2012	January 2013	June 2013
End	May 2012	May 2013	June 2013	Dec 2015

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Purpose of the Project

The purpose of the proposed project is as follows:

- Address structural and geometric deficiencies by replacing the existing Shoemaker Bridge
- Facilitate the construction of the Interstate 710 (I-710) Corridor improvements by building a new structure on an alignment consistent with the planned Corridor improvements
- Facilitate the City of Long Beach (City) planned expansion of Cesar E. Chavez Park through the realignment of West Shoreline Drive

Need for the Project

Shoemaker Bridge allows vehicular traffic to cross the Los Angeles River and State Route 710 (SR-710) northbound (NB) lanes and enter downtown Long Beach through a series of arterial connectors. According to the July 2007 Structure Maintenance and Investigation Local Agency Bridge List, the Shoemaker Bridge is structurally deficient. Upon the completion of building a new replacement structure, the City intends to relinquish operational control and ownership of the bridge to the California Department of Transportation (Caltrans). In accordance with a Right of Way Contract between the City and Caltrans, dated July 25, 2000, the Shoemaker Bridge must be provided by the City in an acceptable and safe condition prior to relinquishment.

- The existing Shoemaker Bridge is geometrically and structurally deficient. Higher than average accident rates have been recorded on the bridge and ramp connections in part due to the existing geometrics. An assessment of existing geometric and operational conditions, as compared to current Highway Design Manual (HDM) standards, reveals that sight distance, ramp design, weaving length, shoulder width, and level of service (LOS) are all deficient. Furthermore, the bridge alignment is not compatible with planned I-710 Corridor freeway improvements. The existing alignment of West Shoreline Drive precludes the City plans for the expansion of Cesar E. Chavez Park. If the Shoemaker Bridge were to remain, at a minimum, the existing nonstandard features would remain and the existing bridge alignment would preclude planned improvements by other locally and regionally significant projects.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The existing land uses within the project area include two schools, residences, public parks, and commercial structures.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
2015 No Build, Shoemaker Bridge, AADT = 21,550, Truck ADT = 603 (2.8%), See Table B for LOS

2015 Build, Shoemaker Bridge, AADT = 32,800, Truck ADT = 918 (2.8%), See Table C for LOS

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
2035 No Build, Shoemaker Bridge, AADT = 22,600, Truck ADT = 633 (2.8%), See Table D for LOS

2035 Build, Shoemaker Bridge, AADT = 34,100, Truck ADT = 955 (2.8%), See Table E for LOS

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
2015 No Build, Ocean Boulevard, AADT = 31,450, Truck ADT = 3,114 (9.9%), See Table B for LOS

2015 Build, Ocean Boulevard, AADT = 36,500, Truck ADT = 3,614 (9.9%), See Table C for LOS

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
2035 No Build, Ocean Boulevard, AADT = 37,400, Truck ADT = 3,703 (9.9%), See Table D for LOS

2035 Build, Ocean Boulevard, AADT = 40,200, Truck ADT = 3,980 (9.9%), See Table E for LOS

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

See attached analysis

Comments/Explanation/Details *(attach additional sheets as necessary)*
See attached analysis

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal $PM_{2.5}$ and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project. The proposed project realigns Shoemaker Bridge and Shoreline Drive without increasing capacity. As shown in Table A, the proposed project would increase the traffic volumes along Ocean Boulevard and on Shoemaker Bridge while reducing the traffic on 6th Street, 3rd Street, and Broadway. Therefore, the project would move the traffic away from Edison Elementary School, located between 6th and 7th Streets and Chavez Elementary School, located between 3rd Street and Broadway. While the number of diesel trucks would increase along Ocean Boulevard and on Shoemaker Bridge, the future with project volumes would not exceed the 10,000 average daily truck trip threshold for a POAQC.

ii. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B through E. As shown, the realignment of Shoemaker Bridge would result in a small decrease in the level of service (LOS) at several intersections along 7th Street, Anaheim Street, and Ocean Boulevard. However, after mitigation all of the intersections within the project area would operate at an acceptable LOS.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

Table A. Traffic Volumes (ADT/Truck ADT/Truck Percentage)

Intersection	2015 No Build	2015 Build	2035 No Build	2035 Build
7th Street	7,000/392/5.6	8,000/448/5.6	7,500/420/5.6	8,300/465/5.6
6th Street	14,550/638/4.4	11,050/486/4.4	15,100/664/4.4	11,600/510/4.4
3rd Street	7,400/178/2.4	5,300/127/2.4	7,450/179/2.4	5,650/136/2.4
Broadway	11,900/845/7.1	8,900/632/7.1	13,800/980/7.1	10,300/731/7.1
Ocean Boulevard	3,1450/3,114/9.9	36,500/3,614/9.9	37,400/3,703/9.9	40,200/3980/9.9
Shoemaker Bridge	21,550/603/2.8	32,800/918/2.8	22,600/633/2.8	34,100/955/2.8

Source: *Traffic Analysis*, December 2011.

ADT = Average Daily Traffic

Table B. 2015 No Build Intersection Level of Service

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Broadway/Maine Avenue	22.4	C	19.6	B
2	6th Street/Magnolia Avenue	18.9	B	21.6	C
3	7th Street/Magnolia Avenue	18.8	B	17.4	B
4	Anaheim Street/Santa Fe Avenue	38.7	D	41.8	D
5	Anaheim Street/Magnolia Avenue	16.8	B	15.8	B
6	Anaheim Street/Pacific Avenue	27.1	C	43.4	D
7	3rd Street/Golden Avenue	5.0	A	3.6	A
8	Ocean Boulevard/Golden Shore Street	12.6	B	25.8	C
9	3rd Street/Magnolia Avenue	19.3	B	15.5	B
10	East Broadway/Shoreline Drive[1]	-	-	-	-
11	7th Street/Shoreline Drive (NB)[1]	-	-	-	-

Source: *Traffic Analysis*, December 2011.

LOS = level of service sec = seconds

[1]. Intersections are currently unsignalized

Table C. 2015 Build Intersection Level of Service

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Broadway/Maine Avenue	21.3	C	20.0	B
2	6th Street/Magnolia Avenue	19.0	B	30.5	C
3	7th Street/Magnolia Avenue	21.7	C	22.2	C
4	Anaheim Street/Santa Fe Avenue[1]	34.2	C	37.5	D
5	Anaheim Street/Magnolia Avenue[1]	21.8	C	29.6	C
6	Anaheim Street/Pacific Avenue[1]	42.3	D	40.9	D
7	3rd Street/Golden Avenue	5.6	A	3.3	A
8	Ocean Boulevard/Golden Shore Street[1]	25.8	C	36.8	D
9	3rd Street/Magnolia Avenue	18.5	B	17.2	B
10	East Broadway/Shoreline Drive	9.6	A	10.0	A
11	7th Street/Shoreline Drive (NB)	39.9	D	17.3	B

Source: *Traffic Analysis*, December 2011.

LOS = level of service sec = seconds

[1]. Intersection LOS is after mitigation

Table D. 2035 No Build Intersection Level of Service

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Broadway/Maine Avenue	22.4	C	19.6	B
2	6th Street/Magnolia Avenue	20.2	C	26.3	C
3	7th Street/Magnolia Avenue	25.5	C	18.7	B
4	Anaheim Street/Santa Fe Avenue	108.6	F	55.3	E
5	Anaheim Street/Magnolia Avenue	18.2	B	16.9	B
6	Anaheim Street/Pacific Avenue	138.2	F	212.0	F
4	3rd Street/Golden Avenue	5.1	A	3.5	A
8	Ocean Boulevard/Golden Shore Street	16.5	B	66.6	E
5	3rd Street/Magnolia Avenue	23.2	C	16.1	B
10	East Broadway/Shoreline Drive[1]	-	-	-	-
11	7th Street/Shoreline Drive (NB)[1]	-	-	-	-

Source: *Traffic Analysis*, December 2011.

LOS = level of service sec = seconds

[1]. Intersections are currently unsignalized

Table E. 2035 Build Intersection Level of Service

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Broadway/Maine Avenue	21.1	C	20.0	B
2	6th Street/Magnolia Avenue	20.4	C	33.7	C
3	7th Street/Magnolia Avenue	25.7	C	23.8	C
4	Anaheim Street/Santa Fe Avenue[1]	74.6	E	44.2	D
5	Anaheim Street/Magnolia Avenue[1]	46.1	D	31.3	C
6	Anaheim Street/Pacific Avenue[1]	137.0	F	73.8	E
7	3rd Street/Golden Avenue	5.7	A	3.2	A
8	Ocean Boulevard/Golden Shore Street[1]	52.1	D	50.7	D
9	3rd Street/Magnolia Avenue	20.4	C	18.1	B
10	East Broadway/Shoreline Drive	9.4	A	10.0	A
11	7th Street/Shoreline Drive (NB)	42.5	D	18.9	B

Source: *Traffic Analysis*, December 2011.

LOS = level of service sec = seconds

[1]. Intersection LOS is after mitigation